

The China Mail.

Established February, 1845.

Vol. XLI No. 6830.

號八十月六年五十八百八千一英

HONGKONG, THURSDAY, JUNE 18, 1885.

日六初月五年酉乙

PRICE, \$3 PER MONTH.

AGENTS FOR THE CHINA MAIL.

LONDON:—F. ALGAR, 11 & 12, Clement's Lane, Lombard Street, E. C. GEORGE STREET & CO., 30, Cornhill. GORDON & GOTT, Ludgate Circus, E. C. BATES & HENRY & CO., 31, Wallbrook, E. C. SAMUEL, DEACON & CO., 150 & 151, Ludgate Hill Street.

PARIS AND EUROPE:—AMERET PRINCE & Co., 38, Rue Lafayette, Paris.

NEW YORK:—ANDREW WIND, 21, Park Row.

AUSTRALIA, TASMANIA, AND NEW ZEALAND:—GORDON & GOTT, Melbourne and Sydney.

SAN FRANCISCO AND AMERICAN PORTS generally:—BRAY & BLACK, San Francisco.

SINGAPORE, STRAITS, &c.:—SAYLE & Co., Singapore. C. HENRIKSEN & Co., Manila.

CHINA:—MACAO, MESSRS F. A. DA CRUZ, SINGAPORE, QUEEN & Co., Amoy, WILSON, NICHOLLS & Co., Fuzhou, HONGKONG & Co., Shanghai, LANE, CRAWFORD & Co., and KELLY & WALSH, Yokohama, LANE, CRAWFORD & Co., and KELLY & WALSH.

Banks.

THE NEW ORIENTAL BANK CORPORATION, LIMITED.

REGISTERED OFFICE, 140, THEAUNES STREET, LONDON.

BRANCHES: In India, China, Japan and the Colonies.

THE Bank receives Money on Deposit, buys and sells Bills of Exchange, issues Letters of Credit, forwards Remittances, and transacts Banking and Agency Business generally on terms to be had on application.

H. A. HERBERT, Manager, Hongkong Branch, Hongkong, May 29, 1885. 885

HONGKONG & SHANGHAI BANKING CORPORATION.

Paid-up Capital, £7,500,000
Reserve Fund, £4,400,000
Reserve for Equalization, £400,000
Reserve for Dividends, £400,000
Reserve Liability of Pro-£8,700,000

COURT OF DIRECTORS.
Chairman:—Hon. F. D. SARNOON.
Deputy Chairman:—A. MOLLER, Esq.
C. D. BUTCHER, Esq.
H. H. ROBERTS, Esq.
H. L. DALRYMPLE, Esq.
W. H. FORBES, Esq.
J. E. SARNOON, Esq.

CHIEF MANAGER, Hongkong, THOMAS JACKSON, Esq.

SHANGHAI, EVANS CAMERON, Esq.

LONDON, BANKERS, LONDON AND COUNTY BANK.

INTEREST ALLOWED.

ON Current Deposit Account at the rate of 2 per cent. per annum on the daily balance.

For Fixed Deposits:—
For 3 months, 5 per cent. per annum.
For 6 months, 6 per cent. per annum.
For 12 months, 7 per cent. per annum.

LOCAL BILLS DISCOUNTED.

Credits granted on approved Securities, and every description of Banking and Exchange business transacted.

Drafts granted on London, and the chief Commercial places in Europe, India, Australia, America, China and Japan.

T. JACKSON, Chief Manager, Hongkong, February 23, 1885. 347

NOTICE.

THE CHINA SUGAR REFINING COMPANY, LIMITED.

NOTICE is hereby given that, in conformity with the Conditions under which the Debentures of the above Company were issued, the following Numbers of Debentures to be paid off in Hongkong on the 30th day of June, 1885, when the Interest thereon will cease to be payable, were this day Drawn at the Office of Messrs. JARDINE, MATHESON & Co., Hongkong, General Agents of the Company, in the presence of the Undersigned Notary.

THE NUMBERS OF DEBENTURES DRAWN, ARE:

1	142	263	424
9	143	267	426
11	144	273	445
15	165	279	450
17	150	281	461
22	168	285	463
24	169	286	456
25	170	298	462
29	181	302	463
42	186	304	469
47	187	305	475
54	188	310	482
57	194	311	491
62	195	319	495
64	197	322	502
65	199	324	506
74	202	339	509
76	204	346	513
83	207	347	516
87	211	351	521
91	213	355	525
96	218	357	534
102	220	359	539
106	227	363	550
111	228	378	552
114	231	379	556
117	235	390	561
120	236	391	562
121	238	393	564
123	243	398	570
127	244	408	572
135	255	411	577
137	256	414	585
138	257	417	586
139	258	420	588

The above DEBENTURES will be paid at the Office of the Undersigned General Agents on and after the 30th June, 1885.

For the CHINA SUGAR REFINING COMPANY, LIMITED, JARDINE, MATHESON & Co., General Agents.

VICTOR H. DEACON, Notary Public, Hongkong, 13th June, 1885. 988

Countersigned, VICTOR H. DEACON, Notary Public, Hongkong, 13th June, 1885. 988

LADIES' HAIR DRESSING SALOON is attached to this Establishment, and LADIES are respectfully INVITED to give it a TRIAL. Every satisfaction is guaranteed.

Hongkong, May 7, 1885. 756

SWEET CAPORAL CIGARETTES.

HONGKONG DISPENSARY.

Hongkong, April 14, 1885. 610

THE HONGKONG HAIR DRESSING SALOON.

HONGKONG HOTEL BUILDINGS.

Intimations.

HONGKONG AND CHINA GAS COMPANY, LIMITED.

REDUCTION IN THE PRICE OF GAS.

THE DIRECTORS of this Company are pleased to inform the Public of Hongkong that from the 1st of JULY NEXT and until further Notice, the Charge per 1,000 Cubic feet will be \$3.00, instead of \$3.50 as heretofore.

Consumers of over 10,000 Cubic feet per Month will receive a Bonus of 10% off the Gas registered by Meter.

HENRY P. H. MARTIN, Manager, Hongkong, June 17, 1885. 1018

GRIFFITH'S NEW VIEWS OF HONGKONG.

NOW READY, 1, DUDDELL STREET.

GRIFFITH & Co., MANUFACTURERS OF THE

LONDON BRATED WATERS, 1, DUDDELL STREET.

Continue to Supply:

SODA WATER, LEMONADE, TONIC, GINGERBREAD, SERRAVALLO, &c., &c., &c.

At the same Moderate Charges. Hongkong, June 9, 1885. 957

CHAS. J. GAUPP & Co., Chronometer, Watch & Clock Makers, Jewellers, Gold & Silversmiths.

NAUTICAL, SCIENTIFIC AND METEOROLOGICAL INSTRUMENTS.

VOIGTLANDER'S CELEBRATED BINOCULARS AND TELESCOPES.

RITCHIE'S LIQUID AND OTHER COMPASSES. ADMIRALTY & IMRAY CHARTS.

NAUTICAL BOOKS. English SILVER & ELECTRO-PLATED WARE.

CHRISTIE & Co.'s ELECTRO-PLATED WARE. GOLD & SILVER JEWELLERY, in every variety.

DIAMONDS

DIAMOND JEWELLERY. A Splendid Collection of the Latest LONDON PATTERNS, at very moderate prices. 742

CHEE WO LING KEE always on Hand STEAM LAUNCHES FOR HIRE. Charges as follows:—

Wing-Shing, Wing-Ony, and Wing-Tye. For first hour, \$3. " second " " \$2. " every subsequent hour, \$1.

Wing-Pak, Wing-Loy, and Wing-Lee. For first hour, \$3. " second or subsequent hour, \$2.

Rates for towing Vessels and Cargo-boats, or use of LAUNCHES for Excursions to Macao, Canton, or other places may be arranged at No. 29, Wing Wo Street.

Hongkong, June 13, 1885. 979

FOURTH DRAWING.

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Hongkong, April 14, 1885. 610

THE HONGKONG HAIR DRESSING SALOON.

HONGKONG HOTEL BUILDINGS.

For Sale.

LANE, CRAWFORD & Co.

INVITE the attention of their Customers to the following NEW GOODS, which they are now showing in their FURNISHING DEPARTMENT.

Madras Muslin Curtains with border and dais, beautifully colored, in art and design.

Nottingham and Applique Lace Curtains, 3 to 5 yards long, in new designs.

A large assortment of Lace Counterpanes and Antimacassars.

Novelties in Antimacassars, in Chamille, Tinsel and Embroidered Silk.

A splendid assortment of Tapestry and Plush Table Covers.

Tapestry, Tinsel and Embroidered Plush 5 o'clock Tea Table Covers.

Novelties in Coloured Linen Table Covers, Tiffin and Sideboard Cloths, Novelties in Fancy Coloured and White Doyles.

'Empress' and 'Michele' Toilet Quilts, entirely new makes, with beautifully coloured centres and borders.

Fancy Coloured and White Toilet Covers.

A splendid stock of Damask Table Linen and Napkins.

Every description of Household Linen and Drapery.

Silk Furniture Plashes and Roman Satins, in art shades.

Utrecht Velvets in all shades.

Fancy Trolleys in all shades.

Chenille Art Fringes in every possible combination of colourings, suitable for Crevell and Fancy Work, Matted Borders, &c., &c.

Tassel and Ball Fringes and Cretonee and Daisy Fringes.

Tinsel and Plush Edgings.

Estimates for Covering Furniture and Furnishing throughout.

Hongkong, May 29, 1885. 889

W. POWELL & Co.

EX STEAMSHIP PATROCLUS.

LADIES' DEPARTMENT.

New STRAW HATS in White, Coloured and Black.

New Trimmings HATS and BONNETS.

CHILDREN'S HATS, all Kinds.

Specialities in INFANTS' Coloured and White HATS.

Summer OATMEAL CLOTHS,—A Specialty for TENNIS DRESS.

White Brocade DRESS MATERIALS.

New Patterns in ZEPHYR CHECKS.

FRENCH MUSLINS, Latest Designs.

Plain CAMBRICS, all Colours.

LADIES' TENNIS and WALKING SHOES.

BATHING COSTUMES.

VICTORIA EXCHANGE, Hongkong, May 23, 1885. 844

ROBERT LANG & Co.,

Tailors, Hatters, Shirtmakers & General Outfitters, QUEEN'S ROAD (OPPOSITE HONGKONG HOTEL).

EX LATE ARRIVALS.

INDIA GAUZE and BALBRIGGAN SINGLETS.

COTTON, MERINO and LISLE THREAD & HOSE.

SUMMER SCARVES, TIES and ARGOSY BRACES.

SINGLE and DOUBLE TERRAI HATS, STRAW HATS.

CHRISTY'S and BALFOUR'S BLACK and DEAD FELT HATS.

TOWELS and BATH BLANKETS, all Sizes.

BATHING DRESSES and DRAWERS.

LAM'S WOOL CHOLERA BELTS.

A Special Lot of GENTLEMEN'S POCKET HANDKERCHIEFS, \$2.00 per Dozen.

Hongkong, May 22, 1885. 836

Intimations.

VICTORIA HOTEL, Praya and Queen's Road Central, Hongkong.

THIS extensive and well-appointed establishment, situated in one of the most central and airy positions in the Colony and commanding a splendid view of almost the entire harbour and within five minutes' walk of the principal Government Offices (including the Post Office), Banks, &c., has recently been much enlarged and improved and is now one of the principal Hotels in the place.

The Rooms are spacious, well ventilated and have just been refurnished in a most comfortable and handsome manner, suited to the requirements of the Far East.

The accommodation and service of every kind will be found to be of the best description.

An ample and varied TABLE D'HOTE is always provided and served in the spacious, large Dining Hall.

The Hotel also contains handsome and comfortable reception, Reading, Billiard and Smoking Rooms.

The Hotel is unsurpassed for comfort, convenience and quick service.

Continental languages are spoken.

Messrs. DORABJEE and HING KEE, Proprietors.

Hongkong, September 16, 1884. 1559

COLONIAL AND INDIAN EXHIBITION.

GENTLEMEN desirous of forwarding ARTICLES to the EXHIBITION, whether for Sale or otherwise, are requested to Communicate with the HONORARY SECRETARY.

H. E. WODEHOUSE, Hon. Secretary.

Hongkong, June 8, 1885. 950

Intimations.

GOVERNMENT NOTIFICATION.

No. 248.

THE following NOTICE is published for general information.

By Command, FREDERICK STEWART, Acting Colonial Secretary.

COLONIAL SECRETARY'S OFFICE, Hongkong, 13th June, 1885. 1009

IMPORTANT NOTICE TO MARINERS.

VICTORIA.

PORT PHILLIPS HEADS AND CHANNELS.

Extinguishing of Lights and Removal of Buoy, also Extinguishing of Electric Lights.

MASTERS of Vessels and others are hereby informed that it may be necessary for the SERVICE of the PORT and the PROTECTION of LIFE and PROPERTY, to, at any moment, remove the facilities now afforded for the SAFE NAVIGATION of PORT PHILLIPS.

As a warning that such steps have been taken, and that no Vessel will be permitted to enter PORT PHILLIPS HEADS between sunset and sunrise, the Point Lonsdale and Queen'scliffe high and low Lights will be extinguished.

The Master or Pilot of any Vessel entering PORT PHILLIPS HEADS between sunset and sunrise will be informed by the Officer stationed at Queen'scliffe, whether he may proceed through the Channel or whether he must be piloted by a duly Licensed Pilot, specially instructed.

Immediately after the foregoing Lights have been extinguished the following action will be taken:—

The Lights in the South and West Channels will also be extinguished.

Boats.

The present system of Buoyage in the South, West, and Cade Channels will be either entirely removed or displaced, rendering the Navigation therein dangerous, excepting to duly Licensed Pilots, specially instructed, who alone will be advised of existing dangers, and of the guiding marks which will, from time to time, be established for the purpose of facilitating the Safe Navigation of such Channels during day-light.

PILOTAGE.

Vessels prohibited from entering PORT PHILLIPS HEADS between sunset and sunrise.

No Vessels will be permitted to enter PORT PHILLIPS HEADS between sunset and sunrise. The Pilot Schooner will be withdrawn from the outside Station from sunset to sunrise, but provision will be made for cruising outside and Piloting Vessels between sunrise and sunset only.

Caution.—Electric Lights.

At the present juncture the Defence Department may at any time exhibit one or more Electric Lights from the Vicinities of Queen'scliffe and Point Nepean. Such Lights will be at least 60 feet below any of the present lights, and must not be taken as guiding lights, as they will be dangerous to navigation for navigating purposes, their object being a means of guarding the entrance to PORT PHILLIPS.

G. D. LANGRIDGE, Commissioner of Trade and Customs.

Department of Trade and Customs, Melbourne, 28th April, 1885. 1009

DENTISTRY.

FIRST CLASS WORKMANSHIP. MODERATE FEES.

MR. WONG TAI-FONG, Surgeon Dentist.

(FORMERLY ARTIFICIAL APPLIANCE AND LATERLY ASSISTANT TO DR. ROGERS.)

The urgent request of his European and American patients and friends, has TAKEN THE OFFICE formerly occupied by Dr. ROGERS.

No. 2, DUDDELL STREET.

SHARE LIST—QUOTATIONS.							JUNE 18, 1885.	
Stocks.	No. of Shares.	Value.	Paid-up.	POSITION PER LAST REPORT. Reserve. Balances, &c.	Last Dividend.	Closing Quotations, &c.		
BANKS.								
Hongkong and Shanghai Bank Corp.	60,000	\$ 125	\$ 125	\$ 4,400,000 For equalization of \$ 400,000	\$ 61.50	£ 2 half year	153 1/2 prem. cash 153 1/2 prem. 30th June 1885 buyer.	
INSURANCES.								
China Insurance Co., Ltd.	5,000	£ 200	£ 50	Nil.	540,107	...	Rs. 300 per share	
Marine Insurance Company, Ltd.	8,000	£ 2	£ 25	50,000	...	...	Rs. 130 "
Marine Insurance Society Co., Ltd.	2,000	£ 1,250	£ 125	534,000	\$ 496,329	...	\$450 "	
Marine Traders' Insurance Co., Ltd.	24,000	£ 83.33	£ 25	600,000	\$ 767,381	...	\$67 " cash	
Marine Insurance Office Co., Ltd.	10,000	£ 250	£ 50	105,000	\$ 469,560	...	\$85 " cash	
Marine Insurance Co., Limited.	1,500	£ 1,000	£ 200	28,711.50	Credit balance	...	\$165 "	
Hongkong Fire Insurance Co., Ltd.	8,000	£ 250	£ 50	900,000.66	\$ 35,165.23	...	\$360 "	
Fire Insurance Co., Ltd.	20,000	£ 10	£ 20	547,600	\$ 237,588.07	\$ 30 for 1883	\$360 " cash	
					\$ 181,060.99	\$ 6 for 1883	\$72 " cash	
STEAM COMPANIES.								
C. and M. Steamboat Co., Ltd.	3,000	£ 10	£ 75	\$ 208,233.55	\$ 4,593.98	£ 1/2 half year	\$ 30 discount.	
China S. N. Company, Limited	18,387	£ 10	£ 10	deprec. fund	...	...	25 % discount, buyers
1000 shares issued.	31,212	£ 10	£ 10	...	...	...	30 discount
and Manila S. S. Co., Ltd.	3,500	£ 100	all	...	...	...	30 discount
MISCELLANEOUS.								
Whampoa Dock Co., Ltd.	10,000	£ 125	£ 125	\$ 18,000	\$ 6,683.96	£ 1/2 half year	64 % prem.	
China Gas Co., Limited.	600	£ 10	£ 10	...	...	...	\$90 per share, nominal
Shanghai Hotel Company, Ltd.	2,000	£ 10	£ 7.10	\$ 5,562.17	...	...	Old, \$150 per share, buyers
1000 shares issued.	1,000	£ 50	...	...	2,428.80	Old, \$3.00	New, \$1.50
Sugar Company, Limited.	9,000	£ 100	£ 100	\$ 30,000	\$ 13,274.03	£ 4	...	
Sugar Co. Company, Limited.	1,250	£ 10	£ 100	\$ 30,000	\$ 443.11	£ 10	...	
Sugar Bakery Company, Ltd.	600	£ 50	£ 50	\$ 4,000	\$ 283.30	£ 10	...	
Sugar Company, Limited.	7,000	£ 100	£ 100	...	\$ 829.03	£ 2	...	
Tin Mining & Sifting Co., Ltd.	5,000	£ 50	all	...	First year	...	...
Tin Mining Co. (China).	2,500	£ 100	all	...	do.	...	...
Yong Tin Mining Co., Ltd.	5,000	£ 50	all	...	do.	...	...
LOANS.								
Imperial 1881	8,563	Tl. 500	all	8 %	June 16 & Dec. 10	...	par	
" 1884	2790	Tl. 500	all	8 %	March 15	...	par	
" 1884	2790	Tl. 500	all	8 %	June 30	...	par	
Debtures, 1880	500	Tl. 500	all	8 %	June & Decem.	...	1 % prem.	

WILL close:—
WISCONSIN, AMOY & TAIWANFOO.
Benelli, at 11.30 a.m., on Friday,
 the 19th inst., instead of as pre-
 viously noticed.
WISCONSIN, AMOY & FOOCHOW.
Amami, at 11.30 a.m., on Friday,
 the 19th inst., instead of as pre-
 viously noticed.
WISCONSIN, AMOY.
Wiedeburg, at 3.30 p.m., on Friday,
 the 19th inst.
YANOHAI.
S. Ravana, on Saturday, the 20th
 inst. Assistant. Registry ceases at 3.15
 p.m. Mail closes at 9 a.m. Late
 letters received from 9.10 to 9.50
 a.m. with 10 cents Late Fee. Paid
 correspondents may then be posted
 the movable box on board the
 steamer.
NEW YORK.
Up Eyzer, at 11 a.m., on Saturday,
 the 20th inst.
WISCONSIN, AMOY & FOOCHOW.
Amami, at 8.30 a.m., on Sunday,
 the 21st inst.
WISCONSIN, SINGAPORE & BANGALORE.
Chia Chua Chien Kiao, at 9 a.m.,
 on Sunday, the 21st inst.
YAGASAKI, KORE & YOKOHAMA.
Amami, at 11.30 a.m., on Monday,
 the 22nd inst., instead of as previously
 noticed.
WISCONSIN, MALTA & BOMBAY.
Up Arthur, at 2.30 p.m., on Mon-
 day, the 22nd inst.
NEW YORK.
Amami, at 3.30 p.m., on Monday,
 the 22nd inst.

themselves about it, and now few care to naturally occur to the reader of the Chinese Government, can be the duty on opinion of its own why it did not do so before, and those painfully-practiced negotiators be no doubt, because the Chinese Government has so far conceded that it can only be expelled at the port, and be liable in the hands of the Chinese Government to whatever dues and impositions. That the Peking Government did not years ago, when it raised the duty was first imposed on the collection of the Likin, was not a matter of moral courage, or to a doubt a failure in ability to enforce its orders on provincial authorities; and that it is so now we take to be one of the evidences of its confidence in its own acquired strength, the outcome of which it has passed. We are surprised, any opinion on the policy of the measure, but we shall call attention to the fact which we believe is a new one in the conduct of affairs in China. Apart from the particular policy of opium, we have no doubt that the change will be welcomed by the Government. It has always been the policy of the British Legation in Peking, and to deprecate the importation of opium into the hands of the Viceroy, who may be sup-

About Saturday; the 20th inst.
Fraser's ship, by the M. M. Co.'s
Felix, left Singapore on the 18th
inst., at 6 p.m.; and may be ex-
pected here on or about Friday; the
instant.

A. S. B. Co.'s steamer *Tannadice*
left Port Darwin for this port on
the 17th inst., and may be expected here on
or about the instant.

The Liner steamer *Vincos* left Singa-
pore for Hongkong on the 19th inst.,
and may be expected to arrive here on
about the 10th inst.

Singapore-Hongkong Lloyd's steamer
Melita left Singapore on the 16th inst,
and may be expected here on the 22^d

ARRIVALS.—

Captain went to Cosmopolitan Dock to-
day morning will go to Aberdeen Dock
tomorrow.

Captain will go to Kowloon Dock to-
morrow.

Captain left Aberdeen Dock to-
day morning will leave Kowloon
Dock tomorrow.

Captain will leave Aberdeen Dock
tomorrow.

Departure of the English mail was
on the 18th morning.

Captains and Hon. F. Horsford
will be present on this morning in the *Ravenna*,
from London.

Criminal Sessions were this
morning adjourned until the 23^r.

The small picture of the armed cruiser *Russetta*, which appears in the *Graphic* of the 16th ultimo, is not flattering. It is a caricature of a fine-looking ship.

The M. M. Co.'s steamer *Peilo*, with the next French and Australian mails, will leave Singapore for Saigon and this port this evening, the 17th instant, at 6 p.m.

To-day his Honour Mr Justice Acrey was engaged hearing counsel on the question whether or not damage caused by bad stowage was excepted under the bill of lading, in the case of *Marty v. Ross*.

Sir John Osood, accompanied by his son, arrived at Singapore from Bombay by the mail steamer *Reverna*. As already stated, Sir John Osood's visit is in connection with the establishment of a naval dry dock at Singapore.

LIEUT. COLONEL RYAN, R.A., Major Blackburn, Captain Craig, Lieutenants Ross and Merriman, and 115 men of the 2nd Battery, 1st Brigade, Royal Artillery, arrived at Singapore from England by the P. & O. mail steamer *Reverna*, to reinforce the garrison there.

It will be seen from our advertising columns that an extraordinary general meeting of the Victoria Recreation Club will be held on Saturday, the 27th instant, in order to discuss the much-vexed question of the new classification of rowing members. If the numerous correspondents who have "agitated" in the papers are present, and the Committee stick to their colours, the meeting may be a stormy one.

The count-out in the House of Commons on the 16th or 17th instant shows how little interest is felt in the usual routine of Parliamentary business. All the interest is absorbed in the formation of the new Ministry, and the excitement at Home now is doubtless at a high pitch. Either Butler or the lines are serving as rather shabby at present, as the messages are both meagre and unsatisfactory.

We note the arrival here, per the *Reverna*, of the Rev. Mr Cameron, of the China Inland Mission, a gentleman who is favourably known for some of his explorations in the interior of China. Mr Cameron has just completed a course of study of medicine in the United States. He will proceed to Chefoo, accompanied by Mr Richard Gray, a young Welsh gentleman who has just joined the mission.

It will be seen from the report of the inquest on the body of the seaman Charles Yurman, who died suddenly in Lemon's boarding house, and whose body was interred before the post mortem examination ordered had been held, that no blame is attachable in the matter to the Coroner, Dr Marques, or the Police. The mistake appears to have been committed by the Tung Wah authorities and their undertaker. Steps will no doubt at once be taken to prevent the recurrence of such mistakes.

The S.S. *Kut Sang*, a steamer, recently purchased by the Indo-China S. N. Co., arrived here this morning from Hong Kong and ports of call. This vessel was built by Messrs Wigham, Richardson & Co., of Newcastle-on-Tyne, in 1881, and was then known as the *Dryden*. It is a fine vessel, and one voyage to the Cape of Good Hope and to Calcutta, for Messrs Woods, Russell & Co. She was fitted when built with patent boilers which were not found to answer at all well, and the steamer was sold to Messrs Doxford & Co., of Sunderland, who supplied her with new steel boilers, and after making some other improvements resold her to the present owners. Since the alterations the vessel has proved in every way a success, and on her trial trip made nearly twelve knots an hour. The *Kut Sang* is 1405 tons register, and has on the present voyage carried 3400 tons general cargo. Her engines are of the modern compound construction and are of from 1200 to 1400 H.P., the steel boilers working up to 90 lbs. pressure. The steamer has ample accommodation for a large number of Chinese passengers, and is fitted with steam boilers in the Chinese cook-house sufficient to provide for 1000 passengers. The accommodation for European passengers is limited to two state rooms, situated in the deck-house aft, where the captain's cabin is also placed. The officers' and engineers' cabins, bath, and lavatories are amidships, under the bridge. The steam steering gear and winches are of the latest description, and the vessel is in every way well found. Captain Brass, who commands the new steamer, has been out on this coast on many previous occasions as chief officer on various vessels of the Glen line, recently on the *Glenca* and *Glenavon*. After going on to Shanghai to finish discharging her cargo, we understand the *Kut Sang* will probably be put upon the Calcutta line.

The chartered cruiser *Glenca*, Captain Hogg, left the harbour yesterday morning for her trial trip to Gap Rock, returning in the evening. Commodore Moran, accompanied by a number of naval officers from the men-of-war in port, was on board for the occasion. Captain Hogg navigated his ship, the command of the blue jackets who worked the guns being entrusted to Commander Cochrane, of the *Essex*, assisted by Lieutenants Darg, Woodford and Hogg, as well

as the gunner of the *Essex*. As a trial of speed it was well understood that the trip would offer no fair criterion. The *Glenca* has not been docked since leaving Liverpool some four months since, and during the period of nearly two months during which she has been lying in the harbour, she has naturally got very foul. Not only are her bottom and sides covered with a coating two inches thick, of barnacles, but her water pipes in connection with the boilers are choked up, and about four inches have been added to the diameter of her propeller blades from the barnacles attached. Under these circumstances it was not surprising that the vessel only attained a speed of about eleven knots, a rate which in her present trim, when clean, she can easily effect with only two of her four boilers in use. The log of the *Glenca* proves conclusively that the vessel can, under ordinary circumstances, maintain a speed of from 13½ to 14 knots, and has actually on more than one occasion done 16 knots an hour after allowing for currents.

The practice made with the guns, at the Gap Rock, was most satisfactory. After finding the distance with the Nordenfled machine guns, the firing from the 6½ ton gun on the fore-castle head, and the 6½ pounder &c. was very accurate, at ranges varying from 1,200 to 2,000 yards, many of the shots being placed on a spot not larger than a sump. Not the slightest vibration was felt in any part of the ship on the discharge of the heaviest of the guns, and we understand that the Commodore was most gratified at the result of the trial.

Truth publishes the following statement, which we should say were greatly exaggerated, if not wholly untrue:—

"Certain very singular customs as to the treatment of Chinese coolies appear to prevail on board British ships in the China seas. A missionary on his way to the East in the steamer *Glenca* writes to a contemporary to say that at Singapore they shipped about 1,100 coolies.

"If any of them, misbehaved they are heavily fined, and if they will not pay, they are put in irons. The profit made by carrying Chinamen will be about £1.00. They pay better than anything else."

"So I should think; but this is not all."

"The coolies are having a bad time forward, and are being drenched most unmercifully by the heavy seas. One took refuge in an empty sheep-pen. The mate and his crew, however, put him in irons. The poor fellow said he gave the mate a dollar to let him go there. The mate said, 'No doubt, but the mate was not the right man to pay.' There are two empty sheep-pens on deck, and the mate has locked them up, and allows no Chinaman to shelter himself there unless he pays a dollar. He intends to crowd five or six into each pen at a dollar a head. As soon as the sea is quiet again these poor wretches will be turned out, and if another storm comes on, they will have to pay another dollar each for shelter. From 200 to 300 dollars is generally taken from these men in fines between Singapore and Hongkong. I would write to the Society for the Protection of Aborigines if I thought it would do any good."

"Very possibly it would be futile, but it surely ought to be some one's business to prevent this brutality and extortion. Are the owners of the *Glenca*, for instance, aware of this iniquitous system?"

THE *traits Times* is informed that Mr W. W. Browning, Superintendent of the Eastern Extension Telegraph Co., has, by direction of the Foreign Office, received an official letter of thanks from the Secretary to the Board of Trade, for services rendered to the shipwrecked crew of the *Essex* at Cape St James, Coochin China, in January last.

THE SUDDEN DEATH OF A SHAMAN.

An inquest was held this afternoon on the body of Charles Yurman, a Swedish seaman, unemployed, who died suddenly in Lemon's Boarding House, Queen's Road, early on the morning of the 16th June. The following gentlemen were empanelled as a jury:—Messrs U. W. Harris, (Foreman), John McInnes and E. P. de Compo.

Inspector Rivers was in charge of the case.

John Taylor, an unemployed seaman, also residing at Lemon's Boarding House, said he knew the deceased, who was twenty-three years of age. He had known him since they left Cardiff together on the 29th December last. About half past five on the morning of the 15th June, he discovered the deceased in the water-closet, lying on his stomach, and complaining of feeling great pain. He and others lifted him into the bed, wrapped him in a blanket, and gave him some medicine, after which he seemed greatly relieved, and said he was so. He complained of cramps in the stomach, and seemed to be in great pain, and died between seven and eight o'clock. A doctor was sent for. Deceased seemed all right when witness saw him the previous evening at nine o'clock. He did not vomit except just before he died. He did not drink, and was very sober in his habits. Witness did not see him eat any fruit the previous evening. There was a man went to the hospital from the house the night before. The other man also complained of cramps in the stomach (he has since died).

Inspector Rivers said there was a rumour in town that when deceased's body was taken to the mortuary he was not dead.

The Inspector to witness:—You say you were with deceased when he died, are you sure he was dead when he left the boarding house?

Witness:—I am quite sure.

And you are perfectly satisfied he was

dead when he left the boarding-house?—I can very nearly swear he was quite dead. So far as I am aware he was dead.

George Lemon said he was a boarding-house keeper, at No. 204, Queen's Road Central. He was roused by one of his servants, on the morning of the 15th instant, and on going down-stairs he found deceased lying on one of the beds, complaining of a pain in his stomach. He then went upstairs, and mixed 15 drops of chlorodyne with a quantity of lukewarm water, and gave it to deceased and he sent for Dr. Manson. The man who went to look for Dr. Manson, was away from three quarters of an hour to an hour, and during that time deceased vomited the chlorodyne. Witness then gave him 10 drops of Perry Davis' Pain Killer in water, and rubbed some of it on his stomach. He did not seem to be in great pain. As he did not look altogether right, witness sent for a chair to convey him to the hospital, but before the chair came he died. He seemed to die very easily. He did not know that deceased had eaten anything particular. He had cautioned his boarders against eating fruit, and had stopped supplying it at table.

Dr. Marques was then examined. He stated that the body of deceased was admitted to the mortuary, about 9 a.m. on the 15th instant. At twelve o'clock that day he received an order to hold a post mortem examination, but on enquiring for his assistant he found he was on the sick leave. He then sent to the Colonial Surgeon to get an assistant, and through that and having to attend a poor outdoor patient in the afternoon, he was unable to hold the inquest on that day. Next morning, when he went to the mortuary he had from the porter that the body had been removed under protest. The body was then buried, and an order was made to exhum it. Yesterday morning witness made a post mortem examination of it. There were no marks of violence on the body. The right ventricle of the heart was filled with blood, and the left was empty. The stomach contained a quantity of ill digested yellowish substance. He could not say positively what the substance was; it might be fruit; it was not medicine. The large intestine was empty and very pale, and the entire gastro-intestinal tract, with some brown effusions between the walls. All the other viscera were more or less congested. From the appearance presented by the body, he came to the conclusion that deceased died from exhaustion, consequent on violent exertion, and that he was occasionally by taking some indigestible food, or by drinking too much water. There was nothing extraordinary about deceased's death; it was a very common sort of death. The disease was prevalent in tropical climates in the rainy season. The coroner's inquest was held on the 16th instant. The coroner's inquest was held on the 16th instant. The coroner's inquest was held on the 16th instant.

From the evidence it appeared that defendant entered complainant's shop in the Wellington Street and asked to see some silk handkerchiefs. While the defendant was looking for the handkerchiefs defendant took an umbrella from a stand in the shop and secreted it up his sleeve and ran out. He was stopped by a constable after having dropped the umbrella.

Defendant was sentenced to three months' hard labour.

Police Intelligence.

(Before H. E. Waddell, Esq.)

Thursday, June 18.

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Marine Court.

(Before Captain R. Murray Ramsey, F.N., Acting Harbour Master.)

Thursday, June 18.

REFUSAL OF DUTY.

R. F. West, fireman on board the British steamer *Kestor*, was charged by Captain Nish, master of the ship, with refusing to do duty yesterday. Captain Nish and the chief engineer, William Turner, were examined, and stated that defendant refused to do duty without giving any reason for so doing. Defendant said it was quite correct that he had refused to do duty. He had refused because he had been badly treated all through the voyage. He had not complained to the Captain because he thought he would grin and bear it, but at last it became rather hot.

Sentenced to seven days' hard labour.

ASSAULT.

Mr Lock, chief mate of the British bark *Three Brothers*, was charged with having assaulted Armat, a Malayan, boatman of the ship. Complainant's statement was to the effect that on the 29th May last he left the ship without leave to come ashore. When he had got about 100 yards from the ship the mate called him back, and on his returning he was struck on the head with a belaying-pin.

Defendant admitted that he had struck the man, but asked his Worship to read the entry in the log book, in which he had carefully recorded the whole of the facts of the day.

His Worship said the log book was no defence; besides, the log produced was not even the official log book. He read the entry, however, and then said there was nothing to justify defendant in striking complainant. He would therefore fine him \$5.

Police Intelligence.

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